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- 6. (NEW) A method of operating a traveling power takeoff shaft having a clutch connection with a drive motor, wherein one of a wheel and a vehicle speed is known and the traveling power takeoff shaft, via a motor speed of rotation, can be electronically matched in ratio with a wheel velocity, whereby, upon attainment of one of a higher and a lower threshold value of the drive motor, shifting will occur to a next higher, i.e., the next lower, power take-off stage.
- 7. (NEW) The method according to claim 6 wherein, when starting must be from zero speed, a difference can be compensated of a speed of rotation at said zero speed and a lower threshold speed of rotation of the motor, by a strong clutch-slippage of the traveling power take-off shaft.
- 8. (NEW) The method according to claim 6 wherein, in a case of self-driven trailers, with a knowledge of slip, by means of an evaluation by an electronic system, an optimal speed of rotation ratio between a tractor and a trailer can be achieved.
- 9. (NEW) The method according to claim 6, wherein the ratio of vehicle speed to the traveling power take-off shaft speed of rotation can be adjusted to current demand by manual intervention during travel.
- 10. (NEW) A method of operating a traveling power takeoff shaft connected by a clutch to a drive motor, the method comprising the steps of:

sensing one of a wheel rotational speed and a vehicle speed;

electronically matching, by adjusting a motor speed rotation, rotation of the traveling power takeoff shaft to one of the wheel rotational speed and the vehicle speed; and

shifting to a next lower power take off stage when one of a next higher and lower threshold value of the drive motor is achieved.

11. (NEW) The method according to claim 10 further comprising the step of compensating for a difference in the speed of rotation of the drive motor between a zero speed of rotation and the lower threshold speed of rotation when, starting from the zero speed, by allowing clutch slippage of the traveling power take off shaft.

- 12. (NEW) The method according to claim 10 further comprising the step of achieving an optimal speed of rotation ratio between a tractor and a trailer by evaluation by an electronic system, with a knowledge of slip, in a case of self-driven trailers.
- 13. (NEW) The method according to claim 10, further comprising the step of adjusting the ratio of vehicle speed to the traveling power take-off shaft speed of rotation to current demand by manual intervention during travel.